

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,342 號式拾肆百叁千壹萬壹第 日壹十式月十年六十二緒光 HONGKONG, WEDNESDAY, DECEMBER 12TH, 1900. 參拜禮 號式十月式十年百九千壹英港香 PRICE \$2<sup>1/2</sup> PER MONTH

**DISINFECT**  
WITH  
**WATSON'S**  
**HYGIENOL.**  
(REGISTERED).

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned.  
Fine OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central,  
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S  
Price \$10.75 per Dozen  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. ... Every quarter of an hour  
8.30 a.m. to 9.30 a.m. ... Every ten minutes  
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour  
11.30 a.m. to 12.30 p.m. ... Every quarter of an hour  
12.30 p.m. to 1.30 p.m. ... Every quarter of an hour  
1.30 p.m. to 2.30 p.m. ... Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. ... Every half hour  
10.30 a.m. to 11.00 a.m. ... Every ten minutes  
Noon to 2 p.m. ... Every quarter of an hour  
2.45 p.m. to 8 p.m. ... Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARE by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLIE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had, second hand Machines,  
Repairing executed with promptitude and skill.  
Emballing a specialty.

MCKIRDY & CO.,  
43 & 44, QUEEN'S ROAD EAST,  
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPIERS  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May 1895.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
SHEWAN-TOMES & CO.  
General Managers.  
Hongkong, 2nd July, 1900.

**COTTAM & CO.**

DRESS SHIRTS.

DRESS TIES.

DRESS SHOES.

DRESS GLOVES, &c., &c.

**SCHLITZ WORLD FAMED BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**

SOLE AGENTS—

**WATKINS, LIMITED,**

CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS,

HONGKONG.

**PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.**  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,  
17A, QUEEN'S ROAD, HONGKONG.

**LANE, CRAWFORD & CO.**

A VARIED ASSORTMENT OF

**CHRISTMAS AND NEW YEAR GIFTS.**

FANCY LEATHER GOODS.

ELECTRO-PLATED WARE.

LAMPS AND LACE SHADES, ETC.

AYALA AND ROUSSILLON CHAMPAGNE.

WINES, SPIRITS AND LIQUEURS.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.

The following are some of their Stocks, with the underlined:—

**SUPERB OLD COGNAC,**

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

**THE ELITE OF WHISKY:—**

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

AMOROSO SHERRY,

\$20 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

15th NOVEMBER, 1899.

2000.

CANADIAN CLUB RYE WHISKY.

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.

Telephone 75.

PER CASE OF 16 FLASKS ... \$19.00

SINGLE FLASK ... 1.25

CALDBECK, MACGREGOR & CO..

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 5th December, 1900.

32a

**THE VICTORIA DISPENSARY,**

HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

RASPBERRYADE.

GINGER ALE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

33

**XMAS GOODS! XMAS GOODS!!**

JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.

A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN.

FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.

ALSO A FINE DISPLAY OF

PARISIAN TOYS

FOR BOYS AND GIRLS OF ALL AGES.

431 RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.

G. GIRAULT,

6, QUEEN'S ROAD CENTRAL.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

144

THE PEAK HOTEL.

City Office: 7, Duddell Street. 1028

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. 1029

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

145

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 48 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899. 146

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is in an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,

Proprietor. Manager.

Hongkong, 8th September, 1900. 1066

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.</p

**INTIMATIONS.**  
**BROWN, JONES & CO.**  
 MONUMENTAL SCULPTORS.  
 AMERICAN MARBLE,  
 ITALIAN MARBLE,  
 HONGKONG GRANITE.  
 Designs and Prices on application.  
 Office, 17A QUEEN'S RD, CENTRAL, 1ST FLOOR.

**A. S. WATSON & CO.,**  
 LIMITED.

SPECIALITIES FOR THE  
 SEASON.

**PORT WINE**  
 AND  
**SHERRY**

of the finest Vintages.

**CLARETS**

including Wines from the most celebrated Chateaux.

**SCOTCH WHISKY.**

Our Whiskies are so well known and appreciated that comment is unnecessary.

**CONFECTI**ONERY.

Imported from the leading London and Parisian Houses.

**COGNAC BRANDY.**

Hennessy's finest productions.  
 Quality guaranteed.

**ERATED WATERS**

Absolute purity guaranteed.

**A. S. WATSON & CO.**  
 LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[29]

**DEATH.**  
 On 11th instant, at 12.30, a.m., suddenly, at his residence, 14, Arbutnott Road, JANUARIO ANTONIO DE CARVALHO, for many years cashier at the Colonial Treasury, aged 70 years. Deeply regretted. [324]

**The Daily Press.**  
 HONGKONG OFFICE: 14, DES VOUX ROAD CL.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 12th, 1900

VISCOUNT CRANBORNE, Under Secretary of State for Foreign Affairs, has stated in the House of Commons that the present disposition of the Shanhakwan Railway is only temporary and that the matter has the attention of the British Government. There is a certain amount of satisfaction to be derived from the latter announcement, as there seemed previously reason for fearing that the matter had altogether escaped our Government's notice. Nothing is known definitely of any protest made against Russian action beyond those mentioned by our Newchwang correspondent in his letter of the 16th ult., which the Resident Engineer of the railway and H. B. M. Consul at Newchwang offered when the Russians occupied without previous notice of intention the terminus of the Shanhakwan line at Yingkow on the 6th October. Not only did they occupy the terminus, but they converted to their use the railway material, explaining after so doing that this was necessitated by the exigencies of war, but that the material would be accounted for at the final settlement. As a result the greater part of the line between Shanhakwan and Newchwang was in the hands of the Russians, while the section westward of Shanhakwan was already occupied by them. We were informed in October that as a result of protests the Russians would restore the line to its owners, but this news was afterwards contradicted and it was stated that it would be under German control. In the state of ignorance in which we are kept by the authorities up north (for the censorship seems undoubtedly to be strongly at work) we do not know how the line north of Shanhakwan, financed by British capital and built as far as it goes by British engineers, is at present managed. It is stated that the westward section, that is to

say the line from Shanhakwan down to Taku, is to be handed over to Germany on the 15th instant. What exactly is meant by "Germany" is uncertain. If, on the one hand, the statement indicates that the railway will be under the control of Count von WALDENSEE, as Generalissimo of the Allied forces in China, the arrangement is reasonable as long as danger exists, but the question may be asked, Why was not this expedient adopted at the beginning, so as to avoid the irritation which has been caused by Russia's independent and provocative action? We can hardly suppose, on the other hand, that it is actually meant that the Germans will take the place of the Russians as sole guardians of the line from Taku up to the port of Newchwang. Count von WALDENSEE is in North China as the Commander-in-Chief of the Allies and operations there are conducted by him as such.

Lord CRANBORNE also, in his reply to Mr. WALTON, denied generally that British interests had been neglected at Newchwang. In this statement he is not likely to be supported by British residents in China who have any knowledge of recent events at Newchwang. Not only from our own correspondent, but also from every other source from which news of that neighbourhood has come, complaints are strong of the inaction, the positive apathy, of the British Admiral at the time when action would have done much. As it was, the rush for Shanhakwan, ending in the remarkable occupation of the place by a handful of men from H.M.S. *Pigmy*, was practically forced on the British by previous supineness; it appeared to be the only means of preventing the Russians from absolutely dominating every inch of railway line from Peking northward and eastward. The incident was not a particularly dignified one, but in the prevailing state of depression at that British inaction which Lord CRANBORNE denies to be neglect, it served to save wounded national feelings and was consequently magnified in some quarters into a great achievement. The plea put forward by the Admiral in response to a request for a British gunboat at Newchwang, or rather Yingkow, was that none could be spared. This is difficult to believe, but if it be true then there is yet another proof of the inadequacy of our fleet on the Station. British interests there are, or at least were, undoubtedly at Newchwang. It seems that they are not worth much at the present moment, Newchwang trade being practically at an end. We fear that little trust will be put in the abilities of the Government to foster its restoration. The bare denial of neglect of British interests will, we fancy, leave the public cold and unenthusiastic about the Government's paternal care of British commercial interests in North China. The fact is that Lord CRANBORNE was in the uncomfortable position of having to explain away what was not really susceptible of explanation. That he succeeded ill is little to be wondered at. Undoubtedly there has been neglect of British interests at Newchwang. Whether it will be possible to make up for this in the "final settlement," of which we hear so much now, remains to be seen. Such a consummation will certainly not be attained by denying that such neglect has existed, and this is a point which ought to be brought strongly forward by those at home who are fighting the hard struggle on behalf of the China trade.

A match was played yesterday afternoon at Happy Valley between the Hongkong Hockey Club and a Royal Navy team. The game ended in a draw—two goals each.

A football match was played yesterday afternoon at Happy Valley between "A" Company, Royal Welsh Fusiliers, and an eleven from H.M.S. *Iris*. After a game all in favour of the latter, the sailors won by three goals to two.

A very successful concert in aid of the Royal Naval Canteen was given in the St. George's Hall last evening, when a well-varied programme of instrumental and vocal music was submitted to a large and appreciative audience, which included H. E. the Governor (Sir Henry Blake and Lady Blake). Mrs. Mudie, Mr. Marsh, and Mr. L. A. de Graze (violin solo) were encored, as also was Mr. G. P. Lammer. A pleasing and what proved a very acceptable feature was the comic-singing of Mr. F. J. Walwyn, R.W.F. Mr. J. Moasey's recitation, "The Bilious Beadle," was cleverly delivered. A full report of the concert will appear in our next issue.

We draw the attention of our readers to the notice in another column with regard to the Bazaar to be held on Friday afternoon at the City Hall in aid of the funds for maintaining the Chinese Orphans of the Aile de la Sainte Enfance. The Bazaar is under the distinguished patronage of H.E. the Governor and Lady Blake. We need not mention that the French Sisters are doing an immense amount of good work amongst the poorer Chinese, and especially in the case of the orphans under their care. We are sure that the charitably disposed members of this cosmopolitan community will readily open their purses to swell the funds of the above-mentioned institution, which is deserving of every support.

The damage by the matched fire at Happy Valley on Monday afternoon figures out at something over \$300. The matched itself was valued at that sum.

H. M. S. *Argonaut* was at Amoy on the 8th inst., and the German cruiser *Bavaria* at Swatow on the 10th inst., when the steamer *Formosa* left those ports for Hongkong.

Mr. Smith, the chief Engineer of the steamer *Particula*, who is well known in the China coasting trade, mysteriously disappeared from the vessel on the 26th ult. while she was at anchor near to the Rangoon pilot brig.

According to Shanghai reports, the Allies carried away everything portable from the Western Tombs at I-chow. Only slight damage has been done at the Eastern Tombs. The caretakers prudently decamped at the first appearance of the Allies.

Mr. H. C. Ashman, the Manager, appeals to the public for evergreens, Scriptural wall texts, and other seasonal decorations for the Star Seaman's Coffee House, D'Aguilar Street, so as to render the dining and reading rooms bright and cheerful for the seamen visiting them during the Christmas season.

The British steamer *Royalist*, which was in Hongkong a short time ago, has been chartered to the American government as a Philippine transport, together with the *Buckingham*. She was secured by F. Waterhouse, of Victoria, B.C., who re-chartered her to the United States government. The *Royalist* has a capacity of 7,000 tons.

An old and tried friend has returned to Hongkong in the person of Mr. N. Lazarus, the well-known occultist and optician, who, after paying us a visit early in the year, travelled to London, whence he has now returned to the Far East once more. Mr. Lazarus will be found at a new address, for he is now to be consulted in his rooms at the establishment of Messrs. R. Hough & Co. in our main thoroughfare.

We regret to have to record the sudden death from failure of the heart at the age of 70, of Mr. Januario A. de Carvalho, which took place at his residence, 14, Arbutnott Read, yesterday morning. The deceased was one of the oldest residents of Hongkong, and was highly respected and esteemed among the Portuguese community. He was for thirty-eight years in the Civil Service of this colony, and his last appointment, before taking his pension about seven years ago, was cashier at the Colonial Treasury. He was also a Justice of the Peace. The funeral took place yesterday afternoon at the Happy Valley, and was very numerously attended by the relatives and friends of the deceased.

The two natives of Madras who obtained Rs. 70,000 from the Bombay branch of the Chartered Bank, on a forged draft purporting to have been issued by the Madras office, as reported in these columns some time ago, have been tried at the Madras High Court Sessions, by the Chief Justice and a special jury. One of the prisoners was a clerk in the Madras branch of the Bank, whose special duty it was to look after the drafts. Both the prisoners were found guilty. The man who presented the draft and received the money was sentenced to seven years, rigorous imprisonment, and to pay a fine of Rs. 7,000. The second accused, his brother, was sentenced to pay a fine of Rs. 5,000. The fines, if recovered, will be paid to the Bank as compensation, and if the money is not forthcoming the prisoners will have a further year's rigorous imprisonment each.

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It was stated in a home contemporary that the late Maharajah of Patiala was on an equal footing as regards salutes with the princes of Gwalior, Indore, and Hyderabad. The Nizam, as the ruling monarch of Hyderabad is termed, is the premier prince of her Majesty's Indian Empire, addressed the Viceroy as "My Friend," and in addresses as "My Friend" by the Viceroy, and is entitled to a salute of twenty-one guns. Scindia—i.e., the Maharajah of Gwalior, our recent visitor—is entitled to nineteen guns, but to twenty-one guns within his own territory. The same applies to Holkar—i.e., the Maharajah of Indore. "Scindia" and "Holkar" are titles used just as Mr. Cameron, of Lochiel, on coming into the estates is called "Lochiel." The Maharajah of Patiala was only a seventeen-gun prince. Great exactitude is preserved in firing off the correct number of guns. Some of the nine-gun chiefs always travel taking two cannons with them, to ensure being properly saluted.

To control the spread of the plague, disinfection is the only compulsory measure adopted in Calcutta, and more than one of the plague doctors within the Indian capital refuse to pin their faith upon the efficacy of disinfectants. They point out, says the Calcutta correspondent of the *Rangoon Gazette*, that rooms in which plague cases have occurred are empty when disinfected, that clothing and the personal effects of patients are never found, that disinfecting operations are confined to the infected room, that more than one room may be infected by a single patient, that it is almost impossible to deal with the quantities of grain and food supplies and other articles stored in infected places. Under these circumstances it is difficult to determine the actual part played by disinfection in preventing the spread of plague. In Calcutta, and more than one of the plague doctors within the Indian capital refuse to pin their faith upon the efficacy of disinfectants. 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## CANTON.

[FROM OUR CORRESPONDENT.]

Canton 9th December.

THE ACTING VICEROY PAYS A CALL.  
On Saturday, the 8th inst., shortly after 3 p.m., H.E. the Acting Viceroy Tak Hau made an official call upon the Commander of the U.S.S. *Montgomery*, in a flower-boat towed by a Chinese gunboat, the usual salute being fired. It was about 3 p.m. when he left.

## A MILITARY OUTRAGE.

Some time last week two Chinese soldiers in uniform took passages on board the passenger boat *On Leet*, towed by steam-launch from Canton to Fuzhou. When one of the boatmen went round to collect the passage money, and asked them to pay, they said they were soldiers and insisted upon a certain reduction, to which the boatman refused to accede, as of late there have been many insults who palm themselves off as soldiers and wearing uniforms attempt to defraud the passenger boats in this manner. He added that if they refused to pay their full passage money he would take off their clothing and keep it as a guarantee for payment. Seeing that they were no match against a number of crew, the soldiers left on board two pairs of old shoes, promising to call the next day to pay their passage and redeem the articles. Sure enough, they came the following day, and brought with them ten or more soldiers set up upon the captain of the boat, the money-collector and a few of the crew, and assaulted and wounded them and then decamped.

## CONTRETEMPS AT A WEDDING.

According to marriage etiquette in Canton (there being different etiquettes in different districts and provinces), on the day of wedding the bridegroom sits at the table to take dinner with his guests two or three hours before the arrival of the bride, and the guests generally do their best to force the bridegroom to drink plenty of *sankui*, make him drunk, take him away and lock him up, so as to exact a ransom to pay for another feast. For without his to perform the ceremony of knocking at the door of the bridal chair, the bride who is held mettically shut up and well barricaded in the chair, in which she can hardly breathe, is not allowed to get out, and there she may remain for hours. Now there was a wedding in the family of Lee in Honan a few days ago. Shoo, before the arrival of the bridal chair with bride in it, the bridegroom mysteriously appeared. Search was made everywhere, ser and amans sent round to look for him in opium-dens, restaurants, convents, mitories, houses of ill-fame, etc. Rewards offered to whoever should bring him. Some started a theory that he had thrown himself into the river to avoid a distasteful age; others that he had turned priest; and that he was kidnapped by robbers and to Chinhshan. But the fact of the matter is that he went into a gambling-house, played, having lost a few hundred dollars which had not paid, was kept by the gambling-house closely imprisoned in a small dark room; his relatives came to pay for his loss at same. Meanwhile the bride was shut up in a bridal chair for hours, covered with a red veil which covered her from head to waist her fate.

## CRICKET.

A cricket match between Teams of H.M.S. *Tamar* and the R.W.F. will be played at Club Ground on Thursday, commencing at 10.30 a.m. The following is the result of H.M.S. *Tamar*:—  
Lieut. Strong, R.M.L.I., L. Hazel, R.M.L.I., Engr. Sutton, R.N., Shetts, R.N., Mr. Bagge, R.N., Rev. G. R.N., H. Bear, C. Hill, P. Woods, G. St. and J. Pollicott.

## HONGKONG VOLUNTEER CORPS.

"A" COMPANY.  
The December competition took place at Kowloon on the 9th inst., when Gunner Edwards scored his first win on the 1 Cup and his second on the No. 2 Cup. The following are the final scores:—

200	500	1000	H. cap. Tl.
Gunn. Edwards .....	19	25	21
Sgt. Major Laumont .....	29	30	21
Capt. Sanders .....	23	18	14
Bomb. Wodehouse .....	22	19	13
Gunn. Hursthouse .....	21	23	13

## AN IMPERIAL SCREE.

TUNG FUHSIANG AND NATIONAL AMENITY.  
The following decree, issued on the 3rd inst., deals with the cashiering of General Tung Fuhsiang. We are indebted to the N.C. Daily News for the translation:

Tung Fuhsiang, Provincial Commander-in-Chief of Kansu, while in command of said province, succeeded in gaining great fame for the manner in which he suppressed the recent Muhammadan rebellion, & on the other hand, he is ignorant of international amenities. In consequence of this, however, the Throne desired to continue and preserve friendly relations with Foreign Powers. Tung Fuhsiang, in his ignorance, always displayed roughness and impetuosity, often at variance with the wishes of the Throne. For such conduct the said Tung Fuhsiang ought to be punished severely, but consider the strategic importance of Kansu and his intimacy with the requirements of all territory, we hereby deal leniently with the said Commander-in-chief and merely cashier him of his rank and titles while he is allowed to retain his post. We have already ordered the punishment of 5,000 men of his army, and we hereby command him to take charge of those that are left, namely the several battalions of his personal troops, and leave forthwith with them for Kansu to guard the various important points there. The further favour of the Throne will depend upon the said Tung Fuhsiang's future conduct.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oil nature nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. All in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London.

## CORRESPONDENCE.

[We do not ourselves responsible for the opinion expressed by our correspondents.]

## THE MILITARY BOARD AND MALARIA.

TO THE EDITOR OF THE "DAILY PRESS"  
Sir,—In your letter to Mr. May's letter in your morning paper I regret he should have thought I was of him verbatim. My expression "the air had been much maligned" was intended summing up of Mr. May's opinion expressed on various occasions at the Board, and I think not an unfair description of what he has again written in his despatch to you. When at the last meeting, I put out that the question of dealing with junks was simply a practical application of the methods of "Proventive Medicine" and therefore evidently the duty of the Medical Department. Thinking this was the point of Mr. May's "this should be left to the Medical Dept." or some such words, I certainly told him to say "the Board had already too much to do." Evidently our views are still divergent. Whilst my proposal is simple for stamping out malaria in inhabited localities (the intelligent use of a wide barrel of cement frequently suffices), the President will be satisfied with nothing but a grand scientific research to be conducted by Government (kudos!) on a question that has been already proved "up" to the bone.

Yours, etc.,  
WILLIAM HARTIGAN.

## BLUEJACKET.

## THE CHINA ASSOCIATION.

SPEECH BY SIR T. SUTHERLAND.

The annual dinner of the China Association was held at the Hotel Metropole on the 7th ult. Sir Thomas Sutherland President of the Association, occupying the chair. The company of about two hundred gentlemen included Mr. Verhulst, M.P.; Mr. J. Walton, M.P., Mr. W. Keswick, M.P., Mr. Moon, M.P., Mr. W. Garfit, M.P., General Sir J. Gordon, Major-General Sir Owen Burne, Admiral the Hon. Sir E. Fremantle, Admiral Sir R. E. Tracy, Vice-Admiral Sir C. Knowles, Sir C. Clement Smith, the Hon. Eric Barrie, Sir F. Swettenham, Sir A. Dent, Sir A. Wilson, Sir E. Cameron, Mr. Arnold White, Mr. G. Byron Curtis, Mr. J. H. Gwyther, Mr. C. Antrobus, Mr. G. Rawson, Mr. J. Walker and Mr. R. S. Gundry, hon. secretary of the association.

The chief speech of the evening was when the Chairman proposed "Prosperity to the China Association," and congratulated the members on the important work which it continued to perform. He said he would be a bold man who would venture to predict what would be the outcome of the great events which had been passing in China during the past few months. He was glad, however, that, in spite of the confusion and trouble which had prevailed, and which was still prevailing in China, our trade with that country had, upon the whole, been of a satisfactory character. No doubt, in the northern part of China, it was receiving at the present moment, as might naturally be expected, a considerable check; but those who were even more conversant with the subject would hear him out in saying that our trade, and more especially our export trade, to China had seldom been larger than during the past twelve months. This was especially gratifying, because we had, now to meet severe competition than in former times—the competition of Germany and America, which were vital factors in connection with the trade of Germany—and, although he did not take either an optimistic or pessimistic view of the position *vis-à-vis* of this competition, he held that we should have in the future a much harder task to maintain our position that we had had in the past. At the same time he did not think that John Bull was in the slightest degree "played out," either in China or elsewhere.

THE SIEGE OF THE LEGATIONS.  
He thought he would represent the feeling of those present when he said that they were now oppressed with something like bewildered horror at the tragic occurrences which had recently taken place in China. They knew that trouble was brewing a good many months ago; but it never entered into their belief that inflation would carry man to such a length as to make war upon the Powers of Europe, and to attack by wholesale murder, to chase the foreigner from the soil of China. He passed by the story of the siege of Peking—in which the British Legation played such a memorable part—with its appalling instances of outrage, torture, mutilation, and massacre inflicted upon the missionary bodies throughout Northern China. For those crimes we did not seek revenge; but we sought justice, and we hoped that no quibbles of diplomacy and nounning of mandarin invention would stop the way to that solemn reckoning which must be added to the bloodstained records of those terrible crimes.

LODGE SALISBURY'S DIFFICULTIES.  
Every man present would admit that the Government of Lord Salisbury were faced with one of the most difficult problems which Great Britain had yet had to encounter. Lord Salisbury was called upon to sustain, in the widest sense possible, the interest of Great Britain in China, and, at the same time, he was bound, if possible, to avoid anything approaching to a conflict with foreign Powers. They knew the jealousy with which Great Britain and her Empire were regarded by more than one of the powers of Europe; but they hoped that Her Majesty's Government would grasp this little motto firmly, and that our rights would be fully upheld. We must claim from China, in the first place, some guarantees for the future security of life in that country, whether for merchants, for officials, or for missionaries; and all who had experience of the Chinese knew that that security depended entirely on the influence and goodwill of the Chinese Government.

THE CHINESE AND FOREIGNERS.

It was utterly untrue and absurd to say that the people of China were hostile to foreigners.

There were roughs in China as there were hoodlums in Great Britain; and when people were starving, as they had been starving in the north of China, one could not be surprised that terror and confusion should, to a certain extent, result.

But the general disposition of the Chinese, he said advisedly, was to be civil to foreigners, to trade with them freely and fully, and everything depended upon the disposition of the Chinese Government, and the influence which it exercised on its subordinate officials, whether life was rendered safe in China, or whether it was rendered unsafe.

At the same time it might be incumbent upon us and on the other nations of Europe to recast in some measure the missionary policy which we had been pursuing in recent years.

He doubted whether it had been a wise step to allow that they were now of no more service, there being nothing else to do, the bluejackets and soldiers were politely shown the street, by the gallant and very appreciative Fire Brigade. One soldier was hurt, all soldiers and sailors were drenched; and one sailor, for assisting a Sikh policeman to prevent a Chinese person entering the burning building, was hauled over to the police station by a zealous English policeman, charged with behaving disorderly. He spent the night in the "lock-up," was remanded this morning, and in all probability will be charged aboard ship with "breaking and entering," and thereby lose his good character.

It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. All in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London.

5,000 NEWTON'S RECOMMENDED MACAULEY & CAMERON'S PENS.

THE WAVERLEY PEN, for Easy Writing.

THE FLYING SCOTSMAN PEN, instead of a Quill.

THE FLYING PEN, with 200 words per dip.

THE WAVERLEY WORKS EDINBURGH 1888-1.

And now, sir, I would conclude by observing that a friend of mine, who watched the scene

from the outside, heard two well-dressed and well-spoken gentlemen say, "And who is directing operations?" following such remark with: "Gross mismanagement, utter neglect and incapability." They were not bluejackets, they were not soldiers, but appeared to my friend to be citizens of some repute. In conclusion, I would beg to quote your "Private Source's" words, and heartily endorse such. There was a glaring want of discipline among the firemen; no one appeared to be in command—confusion marked every movement. Yes, Sir! another example of the truth of the saying "Too many cooks spoil the broth."

And now, sir, thanking you in anticipation of your kindness in inserting this repudiation,

## THE ANGLO-GERMAN CONVENTION.

We naturally asked ourselves whether the Anglo-German Convention recently made was in the right direction. It certainly took nothing away from Germany. On the contrary it placed Germany in the Yangtze Valley exactly in a similar position to ourselves. To that similarity of position we had no objection whatever; but he would like to know what was to be the position of Great Britain in regard to the province of Shantung.

It did not enter upon any speculation on that question because to doubt Lord Salisbury, at the Guildhall, on Friday, would freely explain all the advantages which we should derive from the Convention. He was certainly disposed to consider that the Convention was a step in the right direction, if, as he imagined, the principle had been accepted that no Power should attempt to overreach the others in the settlement of this great question. At the same time, our past experience of such a policy on the part of the Powers led us to view these Conventions with a certain degree of caution. But he was prepared to put his private view aside in favour of the judgment of Lord Salisbury, whose statesmanship had carried the country through many difficulties. There were several factors which made for an effective solution of the question now at stake; and he was inclined to take a hopeful view of the situation, and to believe that a new era would arise out of these dark days—that a new light would appear which would be a harbinger of the peace, prosperity, and progress of the Chinese Empire.

## A REFUSE-DESTRUCTOR AT WORK.

The following remarks on the inauguration of a new refuse-destructer which was put into operation for the first time on the 7th ult. in London may interest Hongkong readers. The new destructor, which iron the Horsfall system, is situated at Shot-tower Wharf, which is on the south side of the river near Waterloo-bridge. It consists of 42 square feet, says the Times report. The rubbish or refuse is brought in by carts upon a high-level platform and is from time tipped directly into the destructor, the carts being fitted with a rack and pinion for the purpose. In this way no handling of the refuse is needed. The six cells are placed back to back, three in each of the two rows. The furnaces are below the tipping deck or charging floor, but extending above the floor is a feeding chamber which is common to both rows of cells and which thus divides the tipping deck into two parts. From this chamber the refuse falls to the furnaces. The heating principle of the Horsfall destructor is that the refuse, as it is tipped, comes in at the part of the furnace furthest from the fire outlet. This has the effect of causing the fumes given off by the "green" or unripened rubbish to pass over the hottest part of the fire, and in this way all volatile gases from putrescent matter are consumed and rendered innocuous. In order, however, to provide further for the complete destruction of the furnace gases there is a chamber, or flue, into which the products of combustion pass on their way to the chimney. As the fire-brick of which this is built becomes red hot it is only a question of a sufficient supply of air to ensure perfect combustion and, naturally, an absence of smoke. The air supply is ensured by forced draught, a steam blower of especial construction being used for the purpose. Dust may be as great a source of nuisance as steam in a refuse destructor; in fact, in many cases it is more so, for effluvia may be carried off by a tall chimney and ascend by reason of its specific gravity being lower than that of the atmosphere, but dust always falls, although, it may be, in the next parish. In order to overcome this nuisance a large dust arrester has been constructed. It consists of a vertical circular outer chamber of brick, 20ft. in diameter, and roofed over. There is a second open-topped chamber within, the two chambers being concentric. Into the annular space thus formed the products of combustion are admitted tangentially. The result is that they have imparted to them a whirling motion, and, ascending to the top of the chamber, the dust is deposited by gravity on the floor, and can be removed at convenient intervals. The gases, having been freed from dust, pass down the interior of the inner chamber and thence to the chimney. In the Strand installation little effort has been made to utilize the waste heat from the burning refuse. There is, however, a water-tube boiler placed between the cells and the dust chamber. This will supply steam for the forced draught for electric lighting of the works and for working the mills which are to be erected for crushing clinker for mortar, concrete, paving slabs, &c.

The refuse-destructer was adopted after an enquiry into the merits of various systems in different parts of England. The plant of the destructor decided on is designed for treating 12 tons of refuse per day, and the contract price for the work was £10,221. It is estimated that a saving of £512 a year will be effected in the disposal of refuse by the adoption of the destructor. This includes repayment of capital and interest.

THE CONDUCT OF THE WAR.

Mr. F. C. Bernal, writing to the Times on the 9th ult., "draws the attention of Mr. Courtney and his colleagues of the South African Conciliation Committee" to the following extract from an official report made by Major-General Sheridan to the United States Secretary of War:

Woodstock, Va., 9 p.m. Oct. 7, 1864.

Lieut.-General U. S. Grant, I.—have the honour to report my command at this point to-night. I commenced moving back from Port Royal, Mount Crawford, Bridgewater, and Harrisonburg yesterday morning.

The grain and forage in advance of these

points had been previously destroyed. In moving back to this point the whole country from the Blue Ridge to the North Mountain has been rendered untenable for a rebel army.

I have destroyed over two thousand barns filled with wheat and hay and farming implements, over seventy mills filled with flour and wheat, have driven in front of this army four herd of stock, and have killed and issued to the troops less than three thousand sheep.

This destruction embraces the Lurey Valley and Little Fort Valley, as well as the Main Valley.

A large number of horses have been obtained.

Lieutenant John R. Meigs, my engineer officer, was murdered beyond Harrisonburg, near Dayton. For this atrocious act not all the houses within an area of five miles were burned.

P. H. SHEPARD, Major-General.

## LATEST STEAMER MOVEMENT.

The N. P. steamer *Victoria* has arrived at Yokohama and sailed for Hongkong on the 11th inst.

Captain the Hon. Foley C. P. Vereker, R.N., whose death is just announced, had been chiefly employed in the Surveying Department of the Navy, having been appointed an Admiralty Surveyor of the first class in January, 1878, but at the time of his death he was Naval Adviser to the Board of Trade. Captain Vereker, who was the second son of the fourth Viscount Gort, entered the Navy in 1863, and after his appointment as Surveyor he carried out important work on the South China Station and on the Australian coast. Between 1881 and 1893 he resurveyed considerable portions of British waters, including those in the neighbourhood of Sydhead and Southampton Water. Captain Vereker had also seen considerable active service.

## EXPORT CARGOS.

For steamer *Hilligen*, sailed on the 1st Dec.

For New York—115 boxes split bamboo, 209

cases blackwoodware, 674 pkgs. tea, 500 boxes

casas, 78 boxes chinaware, 15 cases vermillion,

2,642 bales hemp, 3,233 pkgs. merchandise.

For Marsailles—80 bales raw silk, 16 cases

silks, 10 cases essential oil, 6 cases

lacquers, 1 case curios, 1 case lanterns, 534 pkgs. tea.

For Lyons—10 bales raw silk.

For Liverpool—100 boxes

china, 100 boxes glass, 100 boxes

tin, 100 boxes

iron, 100 boxes

NEW ADVERTISEMENT  
THE ON TAI MARINE INSURANCE  
COMPANY, LIMITED.  
(IN LIQUIDATION).

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION,

on THURSDAY,  
the 20th December, 1900, at 3 o'clock P.M.,  
at the Praya.

All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under:

Lot No. 1—All that very Valuable Corner Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Measurements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vieux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over the proposed road, 25 feet wide, at present forming part of the said Reclamation. The Premises contain an Area of 4,520 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225 are held for the unexpired term of 999 years from the 26th December, 1871, at the apportioned Annual Crown Rent of \$59.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 2—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Measurements thereon known as No. 16, Des Vieux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the unexpired residue of the said term of 999 years at the apportioned yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 3—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Brown. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned yearly Crown Rent of \$40.00.

Lot No. 4—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet 2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned annual Crown Rent of \$40.00.

Lot No. 5—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and 1 inch or thereabouts and a depth on the West side of 131 feet 6 inches or thereabouts and on the East side of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned annual Crown Rent of \$40.00.

Particulars and Conditions of Sale may be obtained of MESSRS. DEACON & HASTINGS, 10, Queen's Road, Vendor's Settlement, and of MESSRS. HUGHES & HOUGH, The Auctioneers, Queen's Road, Hongkong, 12th December, 1900. [3127]

## NEW ADVERTISEMENTS

## PUBLIC COMPANIES

## NOTICE

M. SCHARRELL, JEWELLER, of 17, Queen's Road, begs to notify his patrons that owing to sudden sickness he will be unable to attend to business for the next few days.

Hongkong, 12th December, 1900. [3128]

## EYE-SIGHT.

M. N. LAZARUS, Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (B. HOUGHTON & CO.) (Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in various forms of disease. Glasses specially adapted in youth to those requiring them save and protect the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring glasses and treatment.

M. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [3128]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent. on the value of their goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

## DODWELL &amp; CO. LIMITED.

Hongkong, 11th December, 1900. [16]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Hodgkin, will be despatched for the above port TO-MORROW, the 13th inst., at DAYLIGHT.

For Freight or Passage apply to DOUGLAS LAPEAIK & CO., General Managers, Hongkong 11th December, 1900. [3128]

COMPAGNIE DE NAVIGATION TONKINOISE.

FOR QUANG TCHEAU WAN, HOIHOW, PAKHOI AND HAIPHONG. (Taking Cargo at through Rates for HANOI, NAM-DINH DAC-CAU, VINH, YEN-BAY, LAOKAY and other Provinces of TONKIN.)

"HUE," Captain Godman, will be despatched for the above port on WEDNESDAY, the 19th instant, at 10 A.M.

The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.

The Saloon and Cabins are lighted throughout by Electricity.

For Freight or Passage, apply to A. R. MARTY, 2, Pedder's Street, Hongkong, 12th December, 1900. [3129]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 26th December, at 12.15 P.M.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 12th December, 1900. [3143]

FOR NEW YORK.

THE S/S L. II British Bark

"R. MORROW," Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight apply to ARNHOLD, KARBERG & CO., Hongkong, 12th December, 1900. [3128]

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7. 1. 7. in Exchange for Sterling Bills drawn at 10 days' sight on the Lord Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO DAY (WEDNESDAY), the 12th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sum will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

S. D. GEOORNDEN, Colonial Chief Paymaster, China.

Her Majesty's Treasury Office, Queen's Road, Hongkong, 8th December, 1900. [3188]

MESSRS. DEACON & HASTINGS,

10, Queen's Road,

Vendor's Settlement, and of

MESSRS. HUGHES & HOUGH,

The Auctioneers, Queen's Road, Hongkong, 12th December, 1900. [3127]

THE ANTIQUE DEALERS,

Hongkong, 8th December, 1900. [3188]

THE ANTIQUE DEALERS,

Hongkong, 8th December, 1900. [3188]

## THE HONGKONG DAILY PRESS, WEDNESDAY, DECEMBER 12TH, 1900

## BANKS.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-morrow.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hide, E.N.E.	P. & O. S. N. Co.	On or about 13th inst.
LONDON, &c., VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Edmonson	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSSES	Brit. str.	—	G. Cappers	BUTTERFIELD & SWIRE	On 14th inst.
BRITAIN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLE, LONDON & ANTWERP, V. S' POPE, &	INARA MARU	Jap. str.	—	W. Hambridge	MESSAGERIES MARITIMES	On 14th inst., at Daylight.
MARSEILLE, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fren. str.	—	Durrance	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
MARSEILLE, LONDON & ANTWERP, V. S' POPE, &	SKINANO MARU	Jap. str.	—	G. E. P. Cook	CARLOWITZ & CO.	On 28th inst., at Daylight
HAVRE, BREMENHAVEN & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 20th Jan.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakke	DODWELL & CO. LIMITED	Quick despatch.
HAVRE & HAMBURG	HUDSON	Brit. str.	—	E. G. Warner	McGREGOR BROS. & GOW	On 17th inst.
NEW YORK VIA PORTS AND SUEZ CANAL	GLENARTNEY	Brit. str.	—	Hansen	CARLOWITZ & CO.	On 21st inst.
NEW YORK	VERONA	Brit. str.	—	Douglas	SHIWA, TOME & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. ship.	—	H. Pybus, E.N.E.	ARNOLD, KARBERG & CO.	Quick despatch.
NEW YORK	R. MOREOW	Brit. str.	—	W. Frakes	CANADIAN PACIFIC R. CO.	On 19th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Empress of Japan	—	G. D. Bowles, E.N.E.	DODWELL & CO. LIMITED	On 15th inst.
VICTORIA, B.C., & TACOMA VIA FOOCHEW, &c.	GLENNOLE	Brit. str.	—	J. McIntyre	CANADIAN PACIFIC R. CO.	On or about 30th inst.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TARTAR	Brit. str.	—	St. John George	ARNOLD, KARBERG & CO.	On 18th inst., at Noon.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	—	Anderson	TOYO KISEN KAISHA	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	S. Saito	PACIFIC MAIL S. S. CO.	On 5th Jan., at Noon.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Amr. str.	—	Th. Nissen	O. & O. S. S. CO.	On 15th inst., at Noon.
AUSTRALIAN PORTS	CARLISLE CITY	Brit. str.	—	J. McKenzie	BUTTERFIELD & SWIRE	TO-morrow, at 4 P.M.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	A. E. Moses	GIBB, LIVINGSTON & CO.	To-morrow, at 4 P.M.
YOKOHAMA, KOBE	ROSETTA MARU	Jap. str.	—	Harder	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
KOBE	NAGASAKI & VLADIVOSTOCK	Brit. str.	—	H. Fraser	EAST ASIAN TRADING CO.	On 13th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	NAGASAKI MARU	Brit. str.	—	C. D. Bennett	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Gordon, E.N.E.	JARDINE, MATHERSON & CO.	On 22nd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Godinan	SIEMSEN & CO.	On or about 22nd inst.
SHANGHAI	SHANGHAI, KOBE & JAPAN	Brit. str.	—	K. Suzuki	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
QUANG TCHAU WAN & HOIHOW, &c.	AKASHI MARU	Jap. str.	—	Hodgins	MITSUI BUSSAN KAISHA	On 15th inst.
FOOCHOW VIA SWATOW & AMOY	FORMOSA	Brit. str.	—	K. Hasagawa	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	TAMSIU MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 16th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	SHANTUNG	Brit. str.	—	Quayle	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SAMARANG & SURABAYA	YUENHSANG	Brit. str.	—	Rolle	JARDINE, MATHERSON & CO.	On 19th inst.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA DIRECT	SUNGELANG	Brit. str.	—	Moore	SHIWA, TOME & CO.	On 20th inst.
MANILA	KAIFONG	Brit. str.	—	Pennelotter	BUTTERFIELD & SWIRE	On 17th inst.
CEBU & ILOILO	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	To-day, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	BORMIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 14th inst., at Noon.
SINGAPORE, PENANG & BOMBAY	SUISANG	Brit. str.	—	Tadd	JARDINE, MATHERSON & CO.	To-morrow, at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA  
THE Company's Steamship"SUSANG,"  
Captain Tadd, will be despatched as above  
TO-MORROW, the 13th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHERSON & CO.,  
General Managers,  
Hongkong, 7th December, 1900. [3094]

FOR KOBE.

THE Steamship

"YEDO MARU,"  
Captain S. Saito, will be despatched as above  
TO-MORROW, the 13th inst., at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHERSON & CO.,  
Agents,  
Hongkong, 7th December, 1900. [3095]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENHSANG,"  
Captain Rolfe, will be despatched as above  
TO-MORROW, the 13th inst., at 4 P.M.  
This steamer has superior accommodation  
for First-class Passengers, fitted throughout  
with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHERSON & CO.,  
General Managers,  
Hongkong, 7th December, 1900. [3096]

FOR NAGASAKI AND VLADIVO-STOCK.

THE Steamship

"DAPHNE,"  
Captain Th. Nissen, will be despatched for the above port  
TO-MORROW, the 13th inst., at 5 P.M.  
This Steamer has superior accommodation  
for First Class Passengers.For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents,  
Hongkong, 8th December, 1900. [3104]

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship

"DIAMANTE,"  
Captain A. Ramsay, will be despatched as above  
TO-MORROW, the 13th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.A doctor is carried.  
For Freight or Passage, apply to  
SHIWA, TOME & CO.,  
General Managers,

Hongkong, 8th December, 1900. [3104]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"  
Captain Harder, will be despatched as above on  
SATURDAY, the 15th inst., at 5 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,Agents,  
Hongkong, 11th December, 1900. [3117]

FOR SHANGHAI.

THE Steamship

"YEEMOON,"  
will be despatched for the above port on  
SATURDAY, the 15th inst., at 5 P.M.  
The Steamer has superior accommodation  
for First and Second Class Passengers.For Freight or Passage, apply to  
EAST ASIAN TRADING CO.,Agents,  
Hongkong, 8th December, 1900. [3103]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

TAKING CARGO AT THROUGH ROUTES TO ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMBRIA { HAVRE, BREMENHAVEN AND HAMBURG { About 8th December. Freight, (London with transhipment in Hamburg)

ARAGONIA { HAVRE &amp; HAMBURG { About 20th December. Freight, (London with transhipment in Hamburg)

WITTENBERG { HAVRE &amp; HAMBURG { About 30th December. Freight, (London with transhipment in Hamburg)

SAMBIA { HAVRE &amp; HAMBURG { About 8th January. Freight, (London with transhipment in Hamburg)

HOLSATIA { HAVRE &amp; HAMBURG { About 20th January. Freight, (London with transhipment in Hamburg)

CARLOWITZ &amp; CO., AGENTS. HAMBURG-AMERIKA LINIE. NORDDEUTSCHE LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOB STEAMERS TO SAIL ON REMARKS.

LONDON { SOCOTRA { About 13th Dec. Freight only.

LONDON, &amp;c. { CLYDE { Noon, 22nd Dec. See Special Advertisement.

SHANGHAI { CHUSAN { About 23rd Dec. Freight or Passage.

SHANGHAI AND J.A. { JAVA { About 29th Dec. Freight or Passage.

PASSENGER SEASON, 1901.

S.S. PLASSY ... 7,240 tons March 30th MARSEILLE AND LONDON DIRECT.

S.S. SOBRAON ... 7,382 tons April 27th Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 11th December, 1900. [1]

THE NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND TOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing

GLENNOLE ... 3,730 W. Frakes December 15

DUKE OF FIFE ... 3,821 J. S. Cox December 27

QUEEN ADELAIDE ... 2,832 F. McNair January 2

VICTORIA ... 3,502 J. Pantin January 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation—First class Table, Doctor and Stewardess carried.

Passenger may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £35.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car attached to trans-continental train, day and night.

TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KILOMETERS GOLD FIELDS

VESSELS ON THE BERTH  
EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AIRLIE."  
Captain St. John George, will be despatched from the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st November, 1900. [2448]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamer to ADEN, SUZU, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENEZIA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through routes to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA."  
Captain Sartori, will be despatched as above on FRIDAY, the 14th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 12th December, 1900. [17]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CAEGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ... On 15th Dec., 3,000 Tons. ... At NOON.

S.S. "B. WENHUS" ... On 26th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 15th December, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 11th December, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on SATURDAY, the 15th inst., at 4 P.M.

For Freight, Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3044]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Inasegawa, will be despatched for the above ports on SUNDAY, the 16th December, at DAYLIGHT.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th December, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennefather, will be despatched as above on MONDAY, the 17th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3114]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain E. G. Warner, will be despatched for the above port on MONDAY, the 17th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 11th December, 1900. [2940]

VESSELS ON THE BERTH  
COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS-POSTE FRANCAIS.

## NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th December, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPTMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal cities of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 16th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Conditions and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th December, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKLIANG,"

Captain Moore, will be despatched as above on THURSDAY, the 29th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th December, 1900. [3115]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE,"

Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 10th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on about the 30th December, 1900.

For Freight, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 8th December, 1900. [2353]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"

Captain G. D. Bowles, E.N.C., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA and VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA),

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN,

General Agent, Hongkong.

Hongkong, 10th December, 1900. [3108]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Company's Steamship

"ADATO,"

2,145, Captain J. McIntyre, will be despatched on 30th Dec., for PORTLAND (OR.) VIA MOJI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consumer Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 24th November, 1900. [2965]

NATIONAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain E. G. Warner, will be despatched for the above port on MONDAY, the 17th inst.

## POST OFFICE NOTICES.

MAILS WILL CLOSE FOR

PEE

DAY AND HOUR.

Singapore, Colombo and Bombay

Europe, &amp;c., India via Tuticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Swatow, Amoy and Tamsui

Singapore, Penang and Calcutta

Nagasaki and Vladivostock

Manila

Kobe

Manila

Tinom, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

Singapore, Penang and Bangkok

Moj, Kobe, Yokohama, Victoria, B.C., and Tacoma

Kobe, Yokohama, San Diego and San Francisco

Yokohama and Kobe

Shanghai

Europe, &amp;c., India via Tuticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Cebu and Illelo

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Samarang and Sourabaya

Manila

## COMMERCIAL.

## CLOSING QUOTATIONS.

TUESDAY, 11th December.

ON LONDON.— Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credits, at 4 months' sight

Documentary Bills, 4 months' sight

ON PARIS.— Bank Bills, on demand

Bank Bills, on demand

Credits, at 4 months' sight

ON GERMANY.— On demand

ON NEW YORK.— Bank Bills, on demand

Credits, 60 days' sight

ON BOOMAH.— Telegraphic Transfer

Bank Bills, on demand

ON CALCUTTA.— Telegraphic Transfer

Bank Bills, on demand

ON SHANGHAI.— Bank, at sight

Private, 30 days' sight

ON YOKOHAMA.— On demand

ON MANILA.— On demand

ON SINGAPORE.— On demand

ON BATAVIA.— On demand

ON HAIPHONG.— On demand

ON SAIGON.— On demand

ON BANGKOK.— On demand

SOVEREIGN, Bank's Buying Rate

GOLD LML, 100 fine, per tael

BAR SILVER, per oz

1.40

49

294

60

59

294

OPTUM.

Quotations are— Allow 10% net, to 1 catty.

Malwa New \$780 to \$800 per picul.

Malwa Old \$820 to \$880

Malwa Older \$840 to —

P. P. Paper-wrapped \$850 to —

Persian fine quality \$870 to \$920

Persian extra fine — to —

Patna New \$905 to — per chest

Patna Old — to —

Banaras New \$905 to —

Banaras Old — to —

1.40

59

294

60

59

294

OPTUM.

Allow 10% net, to 1 catty.

Can take vessels up to 1,000 tons gross.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 59 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 26 "

DOCK No. 2 (at MUKALJIMA)

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILDING

AND MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAL

VAGE PLANT READY at SHOT

NOTICE.

1619

VESSELS EXPECTED.

THE INDIAN MAIL.

The steamer *Aratouw Apcau*, from Calcutta, left Singapore for this port on the 9th inst. at daylight.

THE AMERICAN MAIL.

The O. & S. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th ult.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* left Vancouver for Hongkong via usual ports of call on Thursday, a.m., the 6th inst.

MERCHANT STEAMERS.

The O. & S. steamer *Rhipeus* left Singapore on the 7th inst., and is due in Hongkong on the 12th inst. a.m.The N. Y. K. steamer *Inaba Maru* (European Line) left Kobe for this port on the 8th inst., and is expected to arrive here on the 13th inst.The N. P. steamer *Queen Adelaide* has arrived at Yokohama and sailed for Hongkong on the 6th inst.The N. P. steamer *Victoria* has arrived at Yokohama and sailed for Hongkong on the 11th inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—19th Oct.—*Narikai*, *Strathord*.23rd Oct.—*Nordeng*. 26th Oct.—*Shanghai*.2nd Nov.—*Pitmegey*, *Huton*. 6th Nov.—*Folmaria*, *Nairnshire*, *Riverdale*.Nov.—*Ieion*. 13th Nov.—*Malacca*, *Clio*, *Odesa*, *Sambia*. 16th Nov.—*Yushan*. 20th Nov.—*Scarden*, *Melbourne*, *Knebworth*, *Ashton*. 23rd Nov.—*Mario de Larraga*, *Kanagawa Maru*. 27th Nov.—*Java*, *Sabaze*.30th Nov.—*Acaro*, *Anapa*, *Eulis*, *Promethea*, *Koko*, *Memnon*, *Patra*, *Rhein*, *Robey*.4th Dec.—*Preussen*, *Sado Maru*, *Adria*, *Banca*, *Aachen*, *Storni*. 7th Dec.—*Maria*, *Bacchus*, *Surdina*, *Zora*.HOWARD.—5th Nov.—*Indus*. 20th Nov.—*Canada*. 23rd Nov.—*Attirua*, *Malta*. 27th Nov.—*Bennough*. 30th Nov.—*Bombay*.4th Dec.—*Sunda*, *Maru*. 7th Dec.—*Idomenus*, *Bogor*, *Bombay*, *Sarnia*.

PASSENGERS ARRIVED.

Per Taiwan, from Shanghai, Mr. Symons.

Per Duke of Fife, from Tasmania, &amp;c., Mr. Cox and child.

Per Arie, from Japan, Mr. and Miss McWilliams and Mr. J. S. Northcott.

DEPARTED.

Per Gaelic, from Shanghai, Mr. G. H. May, Miss H. Stone, Mr. and Mrs. John Fowler and Master Marius Fowler, for Nagasaki, Mr. G. Williams and Russell Frampton, for Kobe, Mr. H. Simpson;

## JOINT STOCK SHARES.

HONGKONG, 11th December.

STOCK	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	20/- div. at 1/11 d.— 61.00 per share for 1st half year 1900.	324 p. o. pr.—\$530. London 258
Bank of China & Japan, Ltd.	10,675	23	21	None	21.
Do. Deferred.	3,220	21	21	None	22.60.
National Bank of China, Ltd.	19,970 A	410	28	2/8 for 1899	225 buyers
Do. Founder's Share	28,955 B	210	23	2/8 for 1899	225 buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$30	40 p. ct. \$20 for 1898	324.
Ling Thafng Co., Ltd.	25,000	\$100	\$100	Int. 1.2%—\$200 for 1898	325.
North China Ins. Co., Ltd.	5,000	\$100	\$100	Int. 10 p. ct. for 1897	310.
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	Int. 10 p. ct. for 1897	310.
Canton Insur. Office, Ltd.	10,000	\$250	\$50	Int. 12 p. ct. for 1898	310.
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1898	31.
Fire INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$20	2/7 for 1898	309.
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	3/8 for 1898	305.
Ernest Simon.					
Hongkong, Canton and Macao	60,000	\$125	\$125	3/20 for half year ended 30/6/99.	323.
Macau	30,000	\$120	\$120	3/20 for 1899.	323.
Indo-China S. N. Co., Ltd.	60,000	\$120	\$120	3/20 p. ct. bonus for 1899.	323.
China & Manila S. S. Co., Ltd.	14,000	\$50	\$20	20 per cent. for 1899	327.
Douglas Steamship Co., Ltd.	20,000	\$60	\$50	12 per cent. for year ending 30/6/98.	326.
China Mutual S. N. Co., Ltd.	20,000	\$120	\$120	3/20 for 1899.	326.
Do. Ordinary.	20,000	\$120	\$25	12 per cent. for 1899.</	